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SNS-6P-USA

HUMAN ENTERTAINMENT
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# INSTRUCTION BOOKLET

SUPER NINTENDO
ENTERTAINMENT SYSTEM

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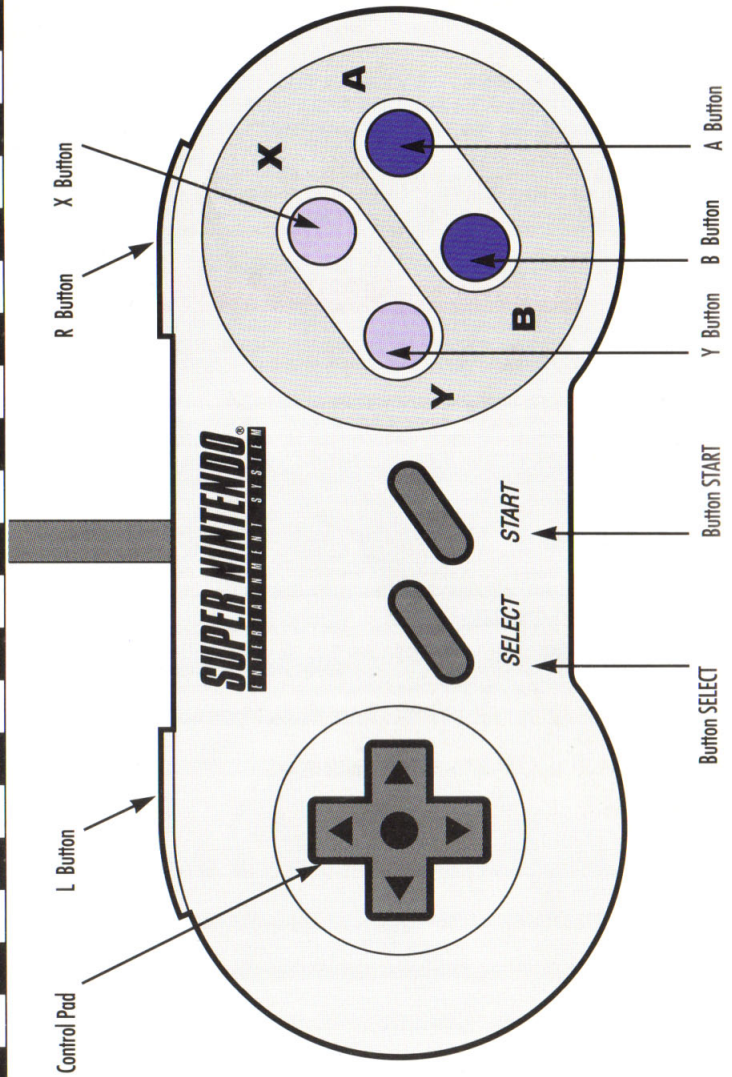





# HOW TO PLAY

**Function of the buttons (during the game)**

CONTROL PAD : The steering wheel. Use the left and right Control Pad arrows to steer left or right.

A BUTTON : When you are playing alone in WORLD GRAND PRIX competition mode, this button lets you check all your opponent's times or it allows you to see who's behind you.

B BUTTON : Acceleration. This button should be used when you want to increase your speed.

X BUTTON : Extension. By pressing this button you can instantly extend your playing time.

L BUTTON : Downshift.

R BUTTON : Shift into the next gear.

Note: Even in the automatic transmission mode, you can force gear shifts by using the L and R buttons.

Y BUTTON : Brakes. This button lets you slow down.

START BUTTON : Not used during game play.

SELECT BUTTON : Pause

START + SELECT : In WORLD GRAND PRIX mode, this allows you to return to the menu during practice.

Use of the Buttons (in the menus)

CONTROL PAD : Moves the cursor.

A BUTTON : Not used.

B BUTTON : Allows you to change and then validate the options of a race.

X BUTTON : Not used.

Y BUTTON : Allows you to backtrack and cancel the options of a race.

START BUTTON : Allows you to validate the selected controls.

SELECT BUTTON : Moves the cursor in certain menus.

# GAME RULES

After inserting your Game Pak and turning on your Super NES, choose the desired mode with the Control Pad and start the game by pressing the START button or the B button.

## BATTLE

Challenge mode with real conditions for one or two players. Race against another player or compete against up to thirteen computer controlled opponents.

## WORLD GRAND PRIX

Become the F-1 Champion of the World during an entire racing season. You can play alone or with someone else.

## TEST RUN

A good way to learn the different tracks. This mode allows you to practice alone; you can choose the circuit, the weather conditions and the number of laps desired.

## BATTLE

### 1/ Circuit Select

Once a player has made his/her choice a screen similar to the one on the right appears. Use the Control Pad to choose the circuit, the weather conditions (Dry, Half, Wet), set the "Trouble" function to ON or OFF, as well as determine the number of laps (30 laps maximum). EXIT will return you to the "Machine Select" screen, hit the B button to exit.

### 2/ Machine Select

Choose your car and validate your choice, using the left/right arrows of the Control Pad. In two player mode, you can modify your choice using the Y button as long as your opponent hasn't validated his car choice.

### 3/ Opponent Select

You can choose your opponents by using the up/down arrows of the Control Pad and then the B button. Once you have made your choice, you must place the cursor on EXIT and validate. You can choose between 1 and 13 opponents if you are playing alone, and between 0 and 12 if there are two players.

### 4/ Car Settings

You can choose the items needed to fine tune your car by using the left/right arrows of the Control Pad. The game will start when you choose EXIT.

When the race is over, the records are displayed and the following options will appear. You must choose one option and then validate your choice.

| | |
|---|---|
| * TRY AGAIN | Repeat the same race. |
| * CHANGE CIRCUIT | Race again on a different track. |
| * END GAME | End the game and return to the main menu. |

## WORLD GRAND PRIX

### 1/ Register your name

Select one player/two player mode; the name registration screen will appear. Enter your name using the Control Pad (red cursor for the first player, blue for the second). Once you register your name choose escape to go on.

### 2 / Choice of the car

Using the Control Pad choose your car and validate your choice. In the two player mode you can modify your choice using the Y button as long as your opponent hasn't validated his car choice.

When you have chosen your car a "Mode Select" screen such as the one opposite will be displayed. Make your choice using the Control Pad.

**SETTINGS**
The car settings are activated. The settings screen allows you to customize your car for optimum performance. You can choose the items needed to fine tune your car by using the left/right arrows of the Control Pad and then validating. Once you have fine tuned your car, choose Exit and the race will start.

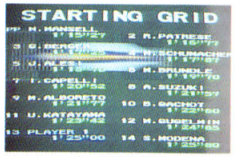
**FREE RUN**
You can tour the track , up to 10 times, or return to the previous screen by pressing START + SELECT.

**PRACTICE**
This is a practice run. The best time out of three laps determines your place on the starting grid. If you don't participate in this practice run you will be placed last on the starting grid.

**RACE**
This is the real, decisive race.

**DATA**
The results of all the races are displayed. Number of points in the drivers' classification, number of points in the constructors' classification...

**SAVE**
You can save your race (see the chapter "SAVE CIRCUIT" for more details)




### 1/ PRACTICE
The practice runs start from the pit. You have three laps to perfect your time. Positions on the starting grid are assigned based on the time achieved during practice runs. Since there is no minimum time limit at the end of this stage , you can go directly to the real race but you will be placed last on the starting grid.

### 2/ THE RACE
The screen showing the starting line, will be followed by a screen where you can fine tune your car. Once the settings have been chosen use the EXIT icon to access the race. You must drive the number of laps indicated and you will score points if you finish among the first six.
If you want to stop playing during a two player game:
Press START + SELECT as soon as the first six players have finished the race.

**POINTS**
By finishing among the first six you will receive a certain number of points (1st = 10 points, 2nd = 6 points, 3rd = 4 points, 4th = 3 points, 5th = 2 points, 6th = 1 point). If you are racing in all sixteen competitions, the player who accumulates the most points during the sixteen races will be declared F-1 World Champion.



## TEST RUNS

### 1/ Circuit Choice
Choose your circuit and weather condition.

### 2/ Car Choice
Choose your car and validate your choice.

### 3/ Settings
Choose the desired settings for your car.

### 4/ Departure from the Pit
You start from the pit. You can drive up to ten laps or stop by pressing START + SELECT; this will bring you back to the settings menu. To leave this mode, press RESET.

## PIT STOPS

To enter the pit, take the decelaration track indicated by the yellow arrows on the side of the road. Press the B button, the necessary repairs will be made automatically. If you want to change your tires, use the left/right arrows of the Control Pad and validate. When the pit stop is complete you will automatically re-enter the race.

You can save three different race results in WORLD GRAND PRIX mode.

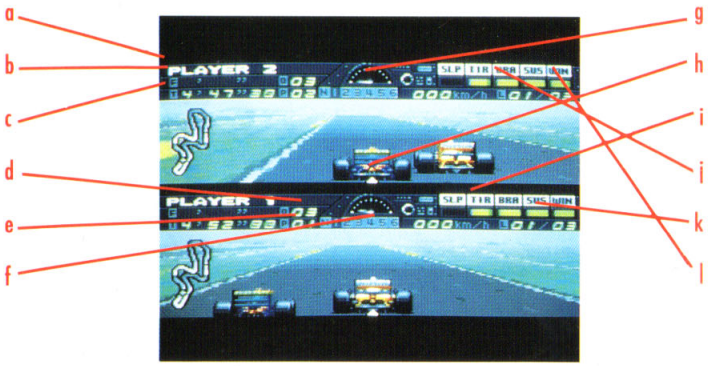
## SAVE CIRCUIT
You can save three different tracks in WORLD GRAND PRIX mode.

### 1/ CIRCUIT
If there is data to be saved, "SAVE" will be displayed along with the new number. Use the Control Pad to choose the file you would like to have on screen while you are racing. Validate with the B Button or with START.

### 2/ SAVE
When a race is over a Save screen is displayed. Choose the file (1, 2, 3) that you wish to save and validate.

### 3/ SAVE TRACK/CAR SETTINGS FILE
If you choose the "DISK" icon (to the right) when you are viewing the CAR SETTINGS screen.you can open a circuit settings file. Choose the desired settings, using the left/right arrows of the Control Pad to save and type the file name using the Control Pad.

# SCREEN HELP




a - Player name

b - Display of the best lap time during the practice runs

c - Display of the lap time

d - Display of the number of times you can use the extension button

e - Displays what place you are in

f - Position of the gear shift

g - Tachometer
Displays the RPMs.

h - Direction cursor
If you want to control the direction of your car, this cursor will indicate the direction the car is in.

i - TIRES
As the pressure of the tires decreases, their wear increases, then your car's traction decreases.

j - BRAKES
The more you use your brakes, the more they will wear out and the less effective they will be.

k - SUSPENSION
If you get run off the race track, the shock can damage your suspension and reduce its efficiency. Your traction will not be as good as it was.

l - WINGS
If you crash into one of your opponents' cars, your car's downforce will not be as good as it was and your speed will be reduced.



## EXPLANATION OF EACH INDICATOR

### DAMAGE INDICATOR
This indicates the damage done to your car. If a part name (tires, brakes, suspension, wings) is indicated, you must be very careful; a red display is the signal for danger.

### NUMBER OF LAPS
Displays the total number of laps left to race.

### SPEED INDICATOR
Measured in kilometers.

### GEAR SHIFT POSITION
Displays the gear you are in.

### DRAFT SIGNAL
If your F-1 is behind another car, drafting may occur. When it does the "SLP" signal lights up in blue. Because of the reduced air resistance, your speed will be increased and you can pass your opponents.

## SCREEN CHANGE
If you play alone in WORLD GRAND PRIX mode, you can choose from two viewing screens by pressing the A button. The rear view of the track or the display of the first eight practice runs will appear.

# CAR SETTINGS

## AUTOMATIC SETTINGS
Automatic settings take into account the circuit and choose the parameters to be used.

## STEERING
You can modify the ease with which you steer. The nearer you are to EASY, the easier steering will become. The closer you are to HEAVY, the more difficult steering will be.
Type 1: When you turn the steering wheel, it will automatically return to position when you let go.
Type 2: When you turn the steering wheel, it will not automatically return to position when you let go.

## TIRES
There are two choices: DRY WEATHER and RAIN. The closer you get to HARD, the harder the rubber will be and the less traction you will have. The nearer you are to SOFT, the softer the rubber will be and the more traction you will have. A "hard" type tire will last longer. Soft tires grip the track better in dry conditions. Hard tires grip the track in wet conditions.

## SPEED
Short gear ratios (LOW) mean a faster acceleration but a lower maximum speed.
Long gear ratios (HIGH) mean a less abrupt acceleration but a higher maximum speed.

## TRANSMISSION
There are two possible modes: automatic and manual.
Note: in automatic mode, you can still "force" a gear change by using the R Button (to shift into the next gear) and the L Button (to downshift).

## BRAKES
The closer you are to "SOFT" the more resistant your brakes will be; but they will be less effective. On the contrary, the nearer you get to "HARD", the less resistant your brakes will be but they will be more effective.



## SUSPENSION
Here you can adjust the stability of your car's frame. A soft suspension will be more effective on a track with many curves. Whereas on a track with many straightaways a harder suspension will give your car more speed.

## WINGS
This is where you adjust your car's aerodynamics - pressure caused by wind flowing over the car top. The closer you are to TOP SPEED the closer you will be to your car's maximum speed. The nearer you are to DOWN FORCE, the better stability you will have when taking the curves. There are seven possible levels of adjustment.

## PIT STOPS
When you make a pit stop, you can choose the type of work you would like done on your car.

AUTO 1 : If one or more damage indicators are partially lit, the mechanics will repair the corresponding parts.

AUTO 2 : If one or more damage indicators have changed color and become yellow, the mechanics will repair the corresponding parts.

AUTO 3 : If one or more damage indicators have changed color and become red, the mechanics will repair the corresponding parts.

## TACHOMETER
You can choose the type of tachometer you want: analog or digital.

## FILE
This is the protection unit for all the setting parameters that you have chosen. You can save up to 32 parameters.

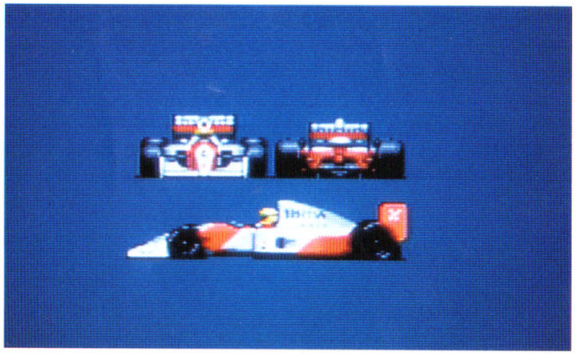
## GERHARD BERGER

Date of Birth: August 27, 1959
Nationality: Austrian
1991 Rank: 4th place
He is very talented but up to now has been in Senna's shadow. Berger is always among the first, both during test runs and actual races. He has won many prizes and no one takes tight curves with as much skill as he does.

## MICHAEL ANDRETTI

Date of Birth: October 5,1962
Nationality: American
1991 Rank: Indy Car Champion
Although Michael Andretti is a newcomer to Formula 1, he is well known to the racing world. The son of Mario Andretti, one of the world's greatest Indy drivers, Michael's driving skills earned him the title of 1991 Indy Car Champion. Joining the Mc Laren team in 1993, Michael has now set his sights on becoming Formula 1 Champion of the world.

# Mc LAREN



MP4/7A HONDA V12 engine

During the past four years (88 - 91) this team has achieved brilliant results in the constructors' championship. The Honda V12 engine is very powerful. Its acceleration capability allows it to surpass its opponents. However, the aerodynamics of the frame need to be perfected. This small handicap does not allow them to maximize their efficiency in conjunction with the power of the engine.



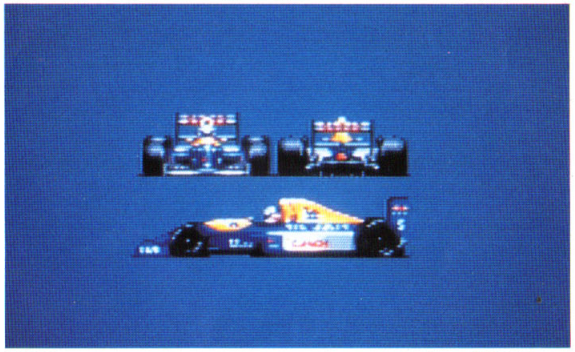
## NIGEL MANSELL

Date of Birth: August 8, 1953
Nationality: British
1991 Rank: 2nd place
Mansell is known for his brutal and impulsive driving style. He is a king without a crown who has nearly won the title of World Champion on several occasions. His famous tail spin at Suzuka will stay in people's minds for a long time. In 1992, his biggest dream came true when he became World Champion thus proving to all that he is an extremely talented driver.

## RICCARDO PATRESE

Date of Birth: April 17, 1954
Nationality: Italian
1991 Rank: 3rd place
He is the veteran of all the participants: he has competed in over 200 Grand Prix races! His reputation is that of a "precise" driver who handles his car well. He may not have acheived the impressive results of Senna or Mansell but he has the capacity to be their equal.

# WILLIAMS



FW14B Renault V10 Engine

This team is a powerful one and proved it in 1992 thanks to its formidable weapon: "INTERACTIVE SUSPENSION". Its engine doesn't run as smoothly as the HONDA but it is definitely very powerful. Thanks to the qualities of the frame and the engine, the car as a whole is extremely stable. These points constitute the strengths of this team.

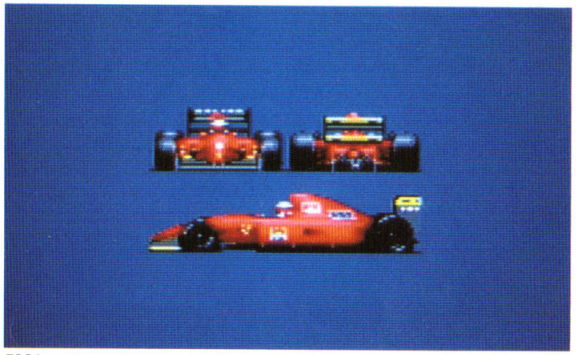
## JEAN ALESI

Date of Birth: June 11, 1964
Nationality: French
1991 Rank: 7th place
Alesi made his debut in the Grand Prix world in 1988, showing the public a brutal and fiery driving style. Despite his talent he has yet to taste victory. In 1989 at the American Grand Prix, he raced a passionate race against Senna, in which they constantly overtook one another.

## IVAN CAPELLI

Date of Birth: May 24, 1963
Nationality: Italian
1991 Rank: 18th place
Capelli is always cheerful and upbeat. His best rank to date: second. His driving style is really unique! He always drives very quickly during practice runs and is very fast during actual races as well. 1992 was an accident ridden year for him and one must take this into account when looking at his results.

# FERRARI



F92A — Ferrari V12 engine

One cannot count the number of Constructor's Champion titles this "Queen" of teams has won. The car is a design miracle, it is equipped with side pontoons resembling those of its rival the F-15. Its V12 engine potentially has the same qualities as the Honda V10 engine.



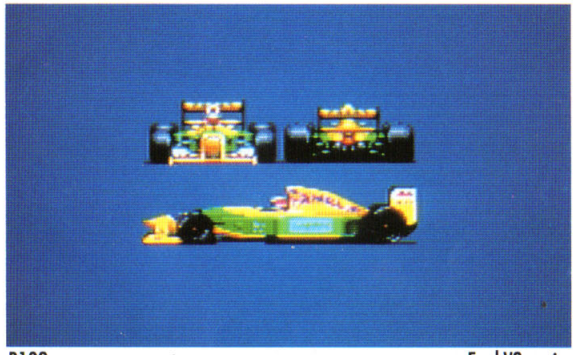
## MICHAEL SCHUMACHER

Date of Birth: January 9, 1969
Nationality: German
1991 Rank: 12th place
In 1991, Schumacher made an outstanding debut. 1992 proved to be another good season for him. At only 24 he has the qualities necessary to intimidate the best drivers; a promising future awaits him.

## MARTIN BRUNDLE

Date of Birth: June 1, 1959
Nationality: British
1991 Rank: 15th place
His real qualities have not yet been revealed since he is in the shadow of the more vivacious Schumacher. None the less, at the height of the 1992 season, he scored points by showing us his capacity for speed. At the 1992 British Grand Prix, he drove wildly during a race against Senna.

# BENETTON



B192 — Ford V8 engine

Rather than qualifying Benetton as the "supplementary" team, we prefer to mention that it recently ranked as one of the top four and is a competent team. Despite a relatively weak V8 engine it has shown enormous potential. Its original frame boasts a new concept: an elevated nose. Let us add that the front wings of this car resemble no other. They are very low and of unequalled aerodynamics.

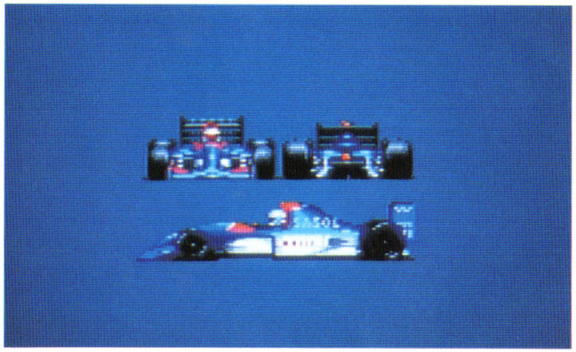
## STEFANO MODENA

Date of Birth: May 12, 1969
Nationality: Italian
1991 Rank: 8th place
He is an experienced driver, who has won numerous trophies but who was only ranked 8th in 1992. He has solid technical knowledge and handles speed well but this year he encountered a few stability problems with the rear axle of his car which kept him from distinguishing himself in the higher rankings.

## MAURICIO GUGELMIN

Date of Birth: April 20, 1963
Nationality: Brazilian
1991 Rank: scored no points
It is said that he is an intelligent driver, one of those who base their driving style on a theoretical approach. He is very fast and often outclasses his opponents but in 1992 his driving lacked spirit. He likes video games and often plays with his Gameboy between races.

# JORDAN



192 Yamaha V12 engine

This is a new team which made its debut in 1991. During this season, it showed unexpected vitality and agreeably surprised its entourage. It distinguished itself during the Constructors' Championship and won an excellent 5th place. In 1992, they added a new Yamaha V12 engine but, because the frame balance doesn't suit the new engine, its performance level.hasn't improved



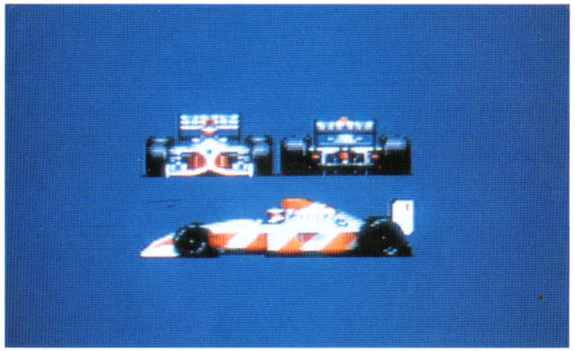
## MICHELE ALBORETO

Date of Birth: December 23, 1956
Nationality: Italian
1991 Rank: scored no points
He is a veteran among F-1 drivers who, at one time, could have won the world title. Despite disastrous results in 1991, he demonstrated his very individual driving techniques in 1992 and scored points on several occasions.

## AGURI SUZUKI

Date of Birth: September 8, 1960
Nationality: Japanese
1991 Rank: 18th place
This is the fourth time that he participated in the F-1 circuit. He has talent but with his present team his results are disappointing. In 1992 he showed signs of progress. He has the qualities needed to be a winner, and a driver who shouldn't be disregarded.

# FOOTWORK



FA13 Honda V10 "Infinity" engine

The owner of the Footwork team is Japanese. The team perfected the Honda V10 engine and transformed it into the "Infinity" engine. Aguri Suzuki is one of this team's drivers - one can say that this team is "made in Japan"!

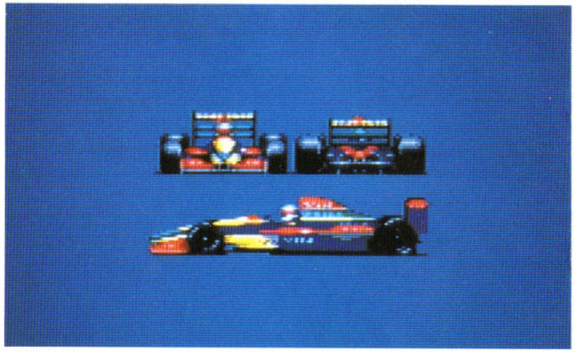
## BERTRAND GACHOT

Date of Birth: December 22, 1962
Nationality: Belgian
1991 Rank: 13th place
He made his debut in 1991, scored points and was instantly noticed during his practice runs. In 1992 he was ranked among the first during the Monaco Grand Prix. This is a promising start indeed...

## UKYO KATAYAMA

Date of Birth: May 29, 1963
Nationality: Japanese
1991 Rank: F3000 Japanese Champion
Katayama made his international debut in 1992. He has the reputation of being a quick and ardent driver. In Europe he is called "Kamikaze" Ukyo. This year he will drive all the European circuits and we eagerly await the results.

# VENTURI



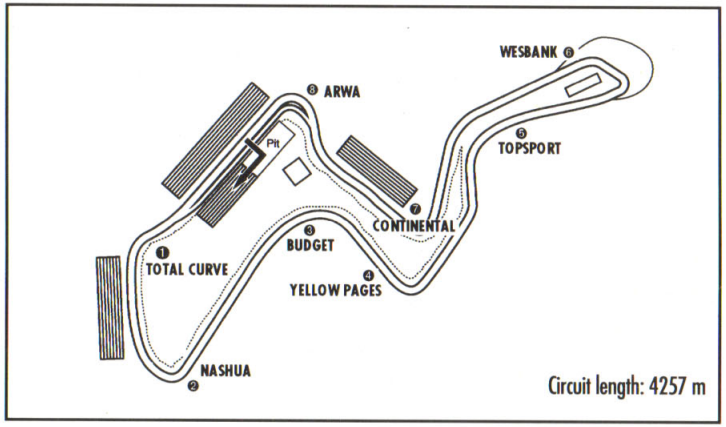
LC92 Lamborghini V12 engine

In 1992 this team changed its name and staged a comeback. The team updated the Lamborghini engine it had been using for two years and got motivated despite its lack of power. This team's fighting spirit is on the upswing; they' ve scored points and ranked 6th during the Monaco Grand Prix.



# ROUND 1

## SOUTH AFRICA GRAND PRIX



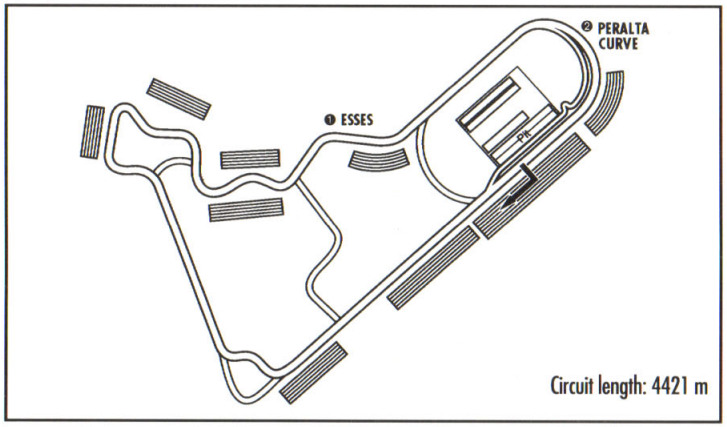

### KYALAMI INTERNATIONAL GRAND PRIX CIRCUIT

Record lap time:
Qualifying: 1'15"486 ('92) Nigel Mansell
Race: 1'17"578 ('92) Nigel Mansell

There was a race at Kyalami in 1985 but due to political unrest it took another 7 years before a Grand Prix was raced in South Africa. In the meantime, changes were made in the circuit and it now includes curves that need to be taken at high speed. To triumph, you must find the right driving rhythm. The most important thing is to negotiate the final bend at the proper speed; this will be a deciding factor in the outcome of your race performance.

# ROUND 2

## MEXICO GRAND PRIX




### AUTODROME HERMANOS RODRIGUEZ

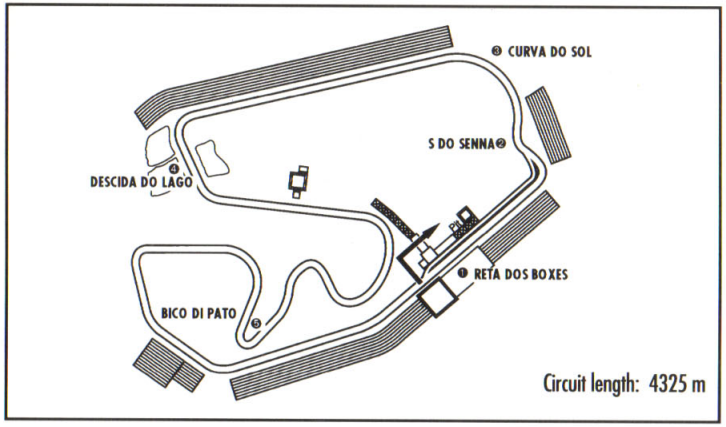
Record lap time:
Qualifying: 1'16"346 ('92) Nigel Mansell
Race: 1'16"788 ('92) Nigel Mansell

The Rodriguez track is located high on a plateau. Because of this, the air is thinner and the cars lose about 20% of their power. The circuit must be negotiated rapidly and consists of a series of S curves followed by very long straightaways. The crucial part of the circuit is situated at the last curve, called the Peralta curve. It must be negotiated at over 200km/h and you must try to increase speed as soon as you enter the straightaway. The S curves which are situated towards the middle of the circuit snake back and forth so much that the drivers sometimes feel as though they are in a labyrinth. In order to win a race on this circuit, keep a steady rhythm to negotiate the succeeding curves.



# ROUND 3

## BRAZIL GRAND PRIX



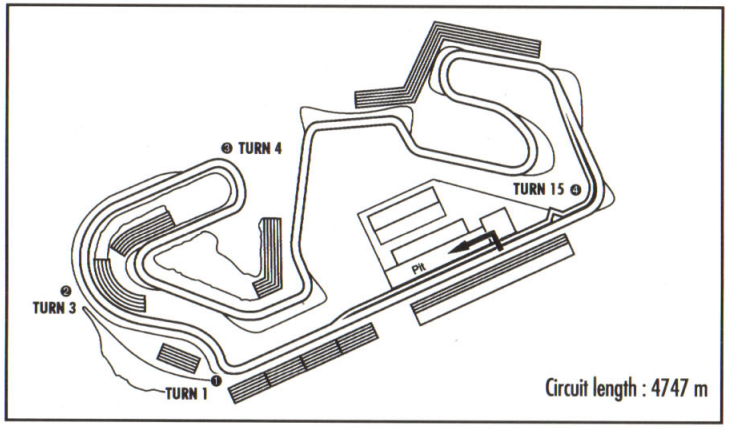

### AUTODROMO JOSÉ CARLOS PACE

Record lap time:
Qualifying: 1'15"703 ('92) Nigel Mansell
Race: 1'19"490 ('92) Ricardo Patrese

Interlagos is the circuit where Senna feels the most at home. It is a technical circuit consisting of a wide variety of curves, from the tightest to the widest. There is an unending mixture of "ups" and "downs", especially in the approach to the Senna S curve or to the hairpin bends. The car engines are really pushed to their limit between the last curve and the finish line. In any case this circuit requires enormous amounts of experience and talent.

# ROUND 4

## SPAIN GRAND PRIX




### CIRCUITO DE CATALUNYA

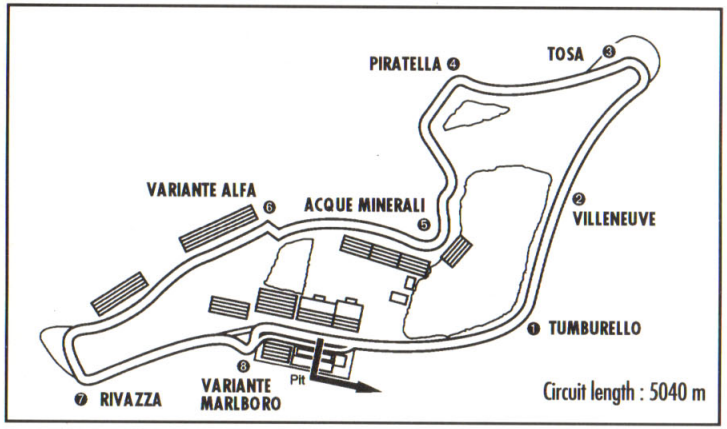
Record lap time:
Qualifying: 1'18"751 ('91) Gerhard Berger
Race: 1'22"837 ('91) Ricardo Patrese

The curves seem uninterrupted and never ending... Curve 15 is a right angle, other curves are difficult to take at high speed and some hairpin bends give the impression that you are heading back in the direction from which you came! The circuit has a big surprise for all drivers: the long straightaway in front of the pits which lasts for a kilometer. This track forces you to choose your car settings with a great deal of care.



# ROUND 5

## SAN MARINO GRAND PRIX



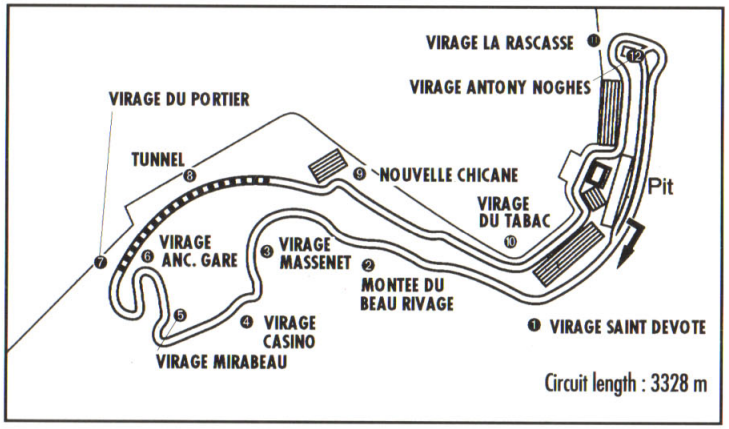

### AUTODROMO ENZO E DINO FERRARI

Record lap time:
Qualifying: 1'21"842 ('92) Nigel Mansell
Race: 1'26"531 ('91) Gerhard Berger

The Republic of San Marino's territory was borrowed for the second Italian Grand Prix. There is not a single straightaway in this circuit, but a series of twisting curves. The average speed on this circuit is 200km/h. After the most rapid portion of the circuit, prepare to face the hairpin bends and the chicanes. This "Stop and Go" circuit puts a lot of pressure on engines and brakes.

# ROUND 6

## MONACO GRAND PRIX




### CIRCUIT DE MONACO

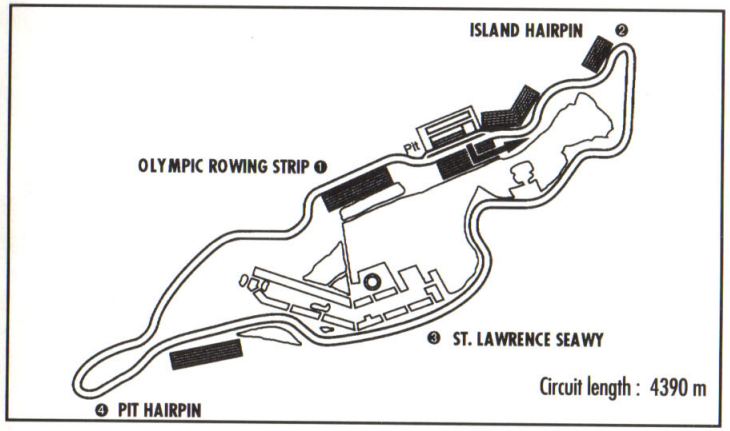
Record lap time:
Qualifying: 1'19"495 ('92) Nigel Mansell
Race: 1'21"598 ('92) Nigel Mansell

The Monaco Grand Prix has become a grand tradition. The circuit is rich in history and part of the track travels over the Monaco highway. Because of this there are quite a few curves that can be taken at high speed and very few places where you can overtake your opponents. Use maximum acceleration in the tunnel, but keep in mind that immediately after it there are tight chicanes where you must be very careful. This circuit requires precise and rigorous driving. Your qualifying time is very important; in order to be ranked among the first to cross the finish line it is essential to be in a good position on the starting grid.



# ROUND 7

## CANADA GRAND PRIX



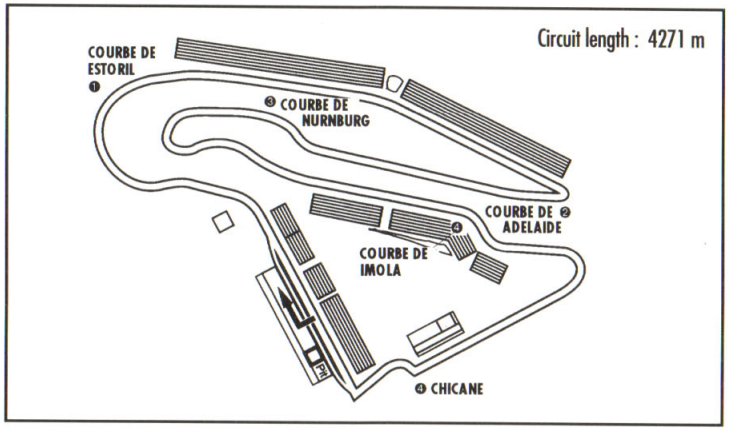

### CIRCUIT GILLES VILLENEUVE

Record lap time:
Qualifying: 1'19"775 ('92) Ayrton Senna
Race: 1'22"325 ('92) Gerhard Berger

This circuit was built in the middle of the park on Notre Dame Island. It is not a rapid circuit but it consists of many zigzags and a hairpin bend on each end. On top of that, the straightaway is very short and there is a series of curves that require rapid acceleration. Half way through the circuit, the track "snakes" around and the drivers ability to alternate left and right curves rapidly plays an important role in victory.

# ROUND 8

## FRANCE GRAND PRIX




### CIRCUIT DE NOUVELLE MAGNY COURS

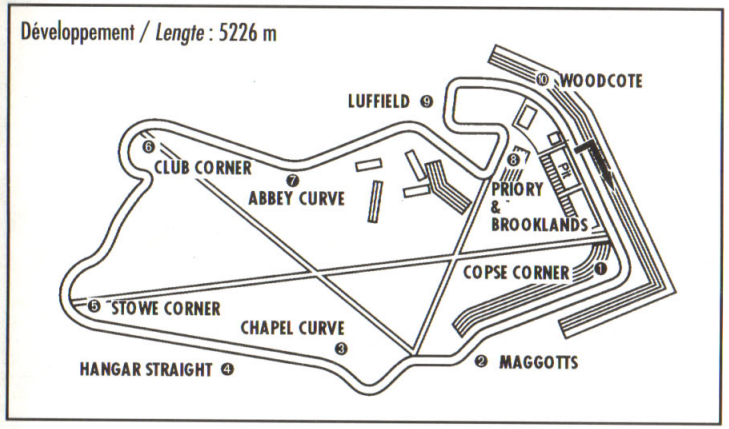
Record lap time:
Qualifying: 1'13"864 ('92) Nigel Mansell
Race: 1'17"070 ('92) Nigel Mansell

The Magny Cours circuit is of medium speed and very technical. Studded along its length are curves ressembling those of other international circuits. Your biggest chance to win is to take the Estoril curve as quickly as possible in order to be able to free all your power for the straightaway that follows. Your ability to control your brakes in the Adelaide curve will constitute a definite plus. The chicanes at the end of the circuit will be the deciding factor; this is where the drivers are timed.



# ROUND 9

## GREAT BRITAIN GRAND PRIX



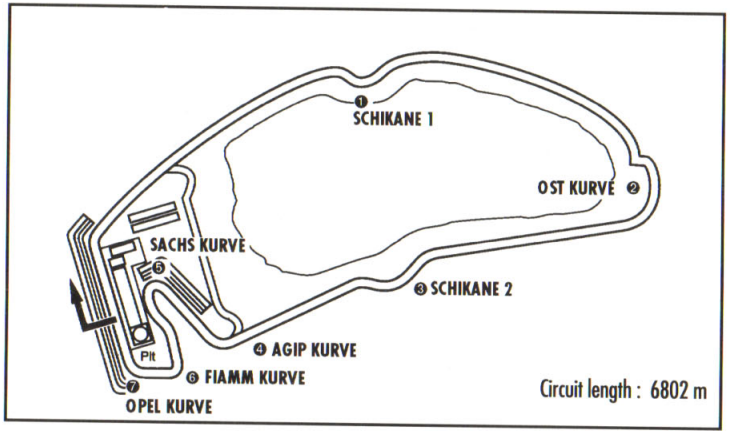

### SILVERSTONE

Record lap time:
Qualifying: 1'18"965 ('92) Nigel Mansell
Race: 1'22"539 ('92) Nigel Mansell

Built on an old airport, Silverstone is a very flat circuit. In 1991, it underwent cosmetic changes to increase the number of curves. It is a very rapid and technically demanding circuit. After the 1st delicate curve, you will continue to be at top speed for the first half of the circuit. Afterwards, you will continue at medium speed for the rest of the circuit which consists of a series of complex and technical curves. If you manage to race well during the second half of the circuit, you will have finished the hardest part of your race.

# ROUND 10

## GERMANY GRAND PRIX




### HOCKENHEIM - RING

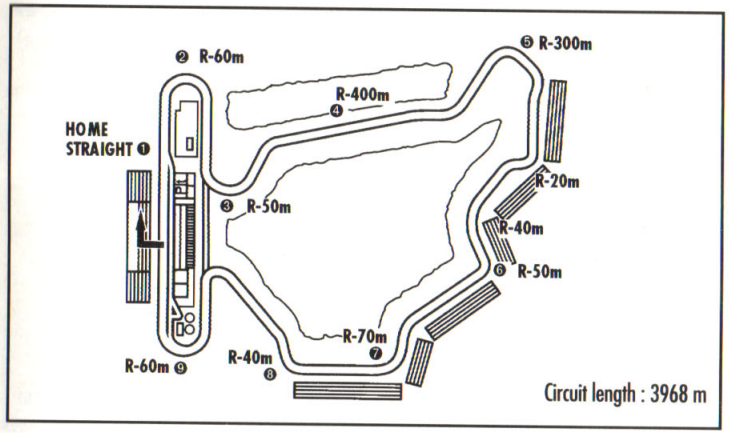
Record lap time:
Qualifying: 1'37"087 ('91) Nigel Mansell
Race: 1'43"569 ('91) Ricardo Patrese

Of the 16 Grand Prix circuits, Hockenheim is by far the one that requires the highest maximum speed. It is composed of tight curves in the grand stand section and has a series of long straightaways interrupted by 3 chicanes. Maximum speed is the key to success for such a circuit. Settings which favor the highest possible speed are crucial here and the ability of the drivers to negotiate the grand stand curves well is one of the decisive factors for victory.



# ROUND 11

## HUNGARY GRAND PRIX



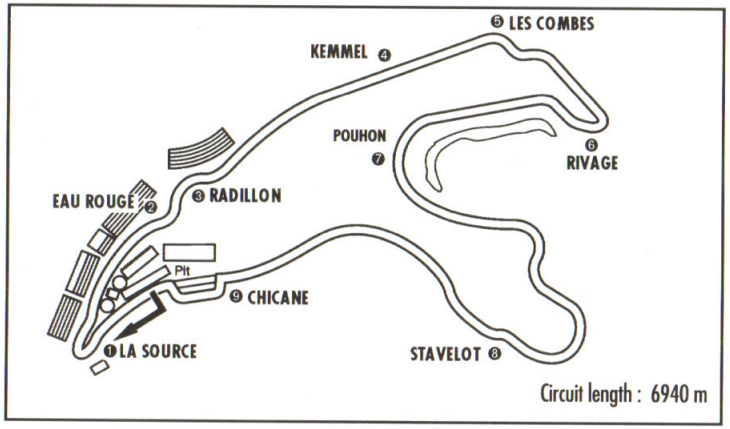

### HUNGARORING

Record lap time:
Qualifying: 1'15"725 ('92) Ricardo Patrese
Race: 1'18"308 ('92) Nigel Mansell

On this circuit you get the impression that the tight curves fly by rapidly, one after the other. The average speed is not very high so you have a chance to win even with a V8 engine. Only the final section is a straightaway. It is also the only section of the circuit where you can overtake your opponents. Because of this, the hairpin bends near the stands are deciding factors in the final result and must be negotiated with skill and a bit of luck.

# ROUND 12

## BELGIAN GRAND PRIX




### CIRCUIT DE SPA-FRANCORCHAMPS

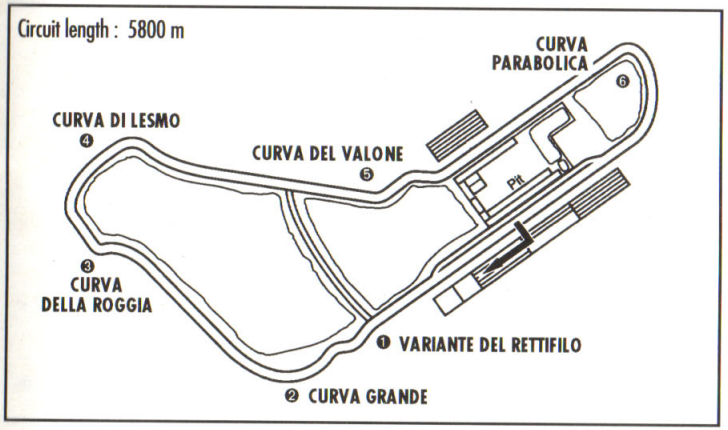
Record lap time:
Qualifying: 1'47"811 ('91) Ayrton Senna
Race: 1'55"087 ('91) Alain Prost

This is the longest circuit of them all. The first curve "La Source" is very tight and very narrow and is particularly difficult to manage. It is located right after the starting line and often makes people lose their position. The "Eau Rouge" curve that follows slopes upwards very suddenly and the car's engine power is of utmost importance. The most difficult part is the "Bus Stop" chicane which is actually the link between two other chicanes. One must be a top driver to manage these difficult curves.



# ROUND 13

## ITALY GRAND PRIX



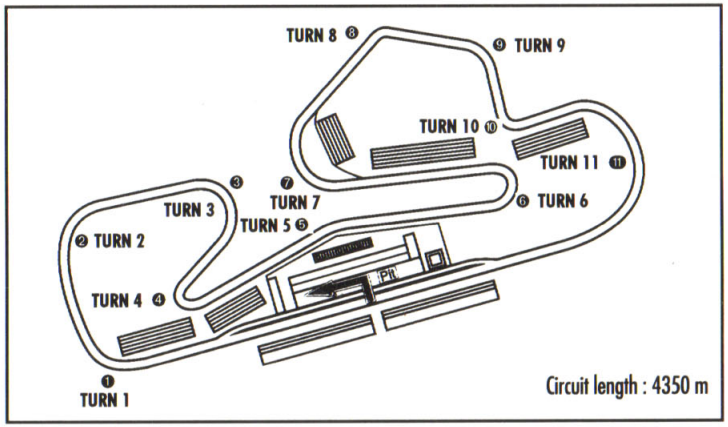

### AUTODROMO NAZIONALE DI MONZA

Record lap time:
Qualifying: 1'21"114 ('91) Ayrton Senna
Race: 1'26"061 ('91) Ayrton Senna

The Italian Grand Prix takes place in the Ferraris' home town and is a big "fiesta" for the Tifosi (Ferrari fans). The layout of the circuit shows curves that can be negotiated at high speed and chicanes linking straightaways that are to be taken slowly. You will nearly always drive this circuit at full speed and you will take the curves at over 200km/h. Your engine power is of primary importance and your capacity to choose the proper wing settings is a decisive factor in the race.

# ROUND 14

## PORTUGAL GRAND PRIX




### AUTRODROMO DO ESTORIL

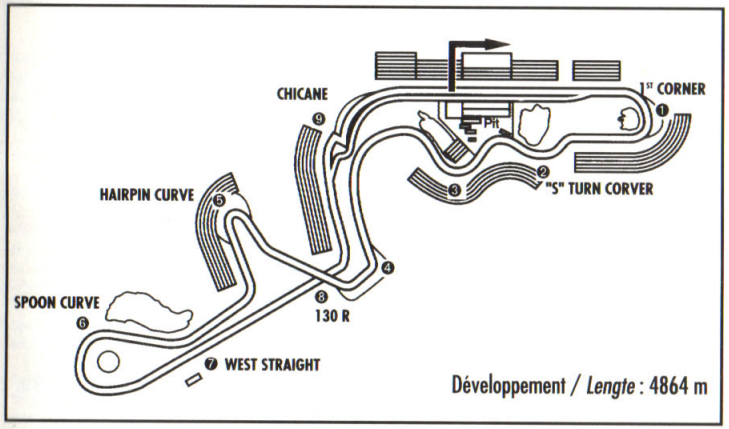
Record lap time:
Qualifying: 1'13"001 ('91) Ricardo Patrese
Race: 1'18"179 ('91) Nigel Mansell

The curves that make up this circuit all have to be taken at different speeds. It is a relatively well balanced circuit, with a long straightaway. None the less, your car settings are very important. Will you take advantage of your speed and skill in negotiating curves, or use maximum speed in the straightaway. You will have to find the settings most appropriate to your driving style. These criteria will determine the winner.



# ROUND 15

## JAPAN GRAND PRIX



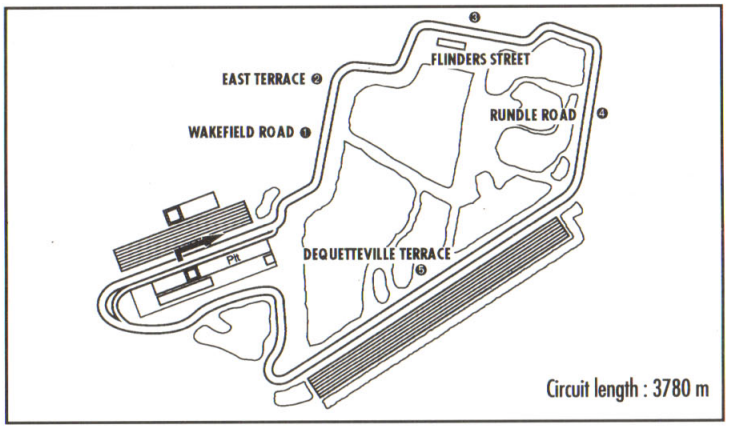

### SUZUKA INTERNATIONAL RACING COURSE

Record lap time:
Qualifying: 1'34"700 ('91) Gerhard Berger
Race: 1'41"532 ('91) Ayrton Senna

This is a very well known track. The circuit is extremely technically challenging and diversified, and must be driven at medium speed. It consists of a double S, which precedes a curve, followed by a figure eight; there are also hairpin bends and another curve to be taken at high speed. It is important to find the proper rhythm in the S curves, to brake properly in the hairpins and the chicanes and to use speed in the "Spoon Curve" in order to really take advantage of the straightaway that follows.

# ROUND 16

## AUSTRALIA GRAND PRIX




### ADÉLAIDE GRAND PRIX CIRCUIT

Record lap time:
Qualifying: 1'14"041 ('91) Ayrton Senna
Race: 1'18"203 ('91) Nigel Mansell

The circuit has the same layout as Monaco. It is a rather classic track, to be negotiated at a normal speed. The straightaway section is long and maximum acceleration should be used between "Jones Straight" and "Brabham Straight". The "East Terrace" is a 90 degree curve and one of its characteristics is that it was built in spite of regulations prohibiting it . At this particular curve, it is very important to have a great deal of driving "know - how".



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